

AUTO CLEANINGS IN LOCAL FIELD

Motorcycle Club Members
Ride to Baltimore and
Return.

Rain Plays Havoc With
Many Tours Planned
for Week.

Six members of the Capital City Motorcycle Club rode to Baltimore last Sunday, leaving Washington at 6:30 o'clock in the morning. In the party were George Bell, riding a Thor; Ed Mangold, on a Reading-Standard; A. J. Tremma, on a Curtis; T. N. Barnes, riding an Indian; and T. Farrow, on an F. and M.

N. Mudd, Jr., left Washington at 5:30 on his Reading-Standard and joined the party in Baltimore, making the run in just two hours.

All the riders took the Bladensburg-Laurel road. They found the going good except on those stretches which had been dug up for the purpose of laying macadam, but which had not yet been resurfaced.

During the past week there arrived at the Dewey Garage, 1319 L street northwest, two Overland runabouts, and both have already been sold. This car has met instant favor with persons desiring a high-class machine at a popular price. A feature of the Overland is its adaptability for use by women. Its simplicity of construction, without in any way detracting from its stability, is one that recommends it and it is sure to be one of the season's most popular and sought-for cars.

H. C. Chandler had his Stanley Steamer thoroughly overhauled and put in shape for a series of summer tours, which Mr. Chandler is planning. He made a number of runs to the Potomac last summer and is contemplating some longer excursions this year.

Among the orders placed with Charles E. Miller for Ford Model S roadsters last week were the names of Brig. Gen. Henry G. Sharp, and William Wallace, of the Navy Department.

Guy Standing, who heads a stock company now playing at a local theater, brought his Ford roadster to this city last week, and has made a number of short runs to points of interest in this vicinity.

He is an ardent motorist, and while filling alternate engagements in New York city and Boston, made the runs between the cities in his Ford.

Poolesville was the destination of a party of local motorists who made their first run for the 1908 season last Sunday.

Those in the party were Charles E. Miller and family in a six-cylinder Ford, Dr. Sharp and family in a Ford runabout, and Mr. and Mrs. Bradbury in a Stevens-Duryea. The distance of thirty-three miles was covered in two and one-half hours on the trip out, and the time was shortened to two hours and ten minutes on the return run.

The roads were good, and Mr. Miller recommends the run, both for the trip itself and on account of the good accommodations furnished tourists at Poolesville.

A. C. Colburn was the purchaser of a single-cylinder Indian motorcycle from Charles E. Miller last week.

Mr. Haynes, factory superintendent of the Franklin plant at Syracuse, N. Y., and Mr. Holmes, assistant designing engineer for the same company, were visitors to the Cook & Stoddard Garage on Wednesday.

Miss R. R. Curtis, of Boston, came over the road in her Locomobile from Boston last week, arriving in Washington on Thursday. She is storing her car at the Dupont Garage. She reports the roads in the vicinity of Baltimore in better condition than those farther north.

A representative of the Thomas & Tolman Company, of this city, will go to York this week and drive a Pullman over the road to Washington for immediate delivery to Samuel Paschal.

Dr. A. V. Valentine was the purchaser of a Maxwell runabout last week. Thomas & Tolman received the order.

Word has been received by Thomas & Tolman, local agents for the Pullman, from the factory at York, Pa., that the first car of the new 4-cylinder model recently designed by the Pullman makers will be shipped to this city next week. The new car is listed at 20 horsepower.

E. D. Casement, who recently ordered a 6-cylinder Stevens-Duryea, has gone to the factory at Chicopee Falls, Mass., to receive the car. He will drive it over the roads to this city.

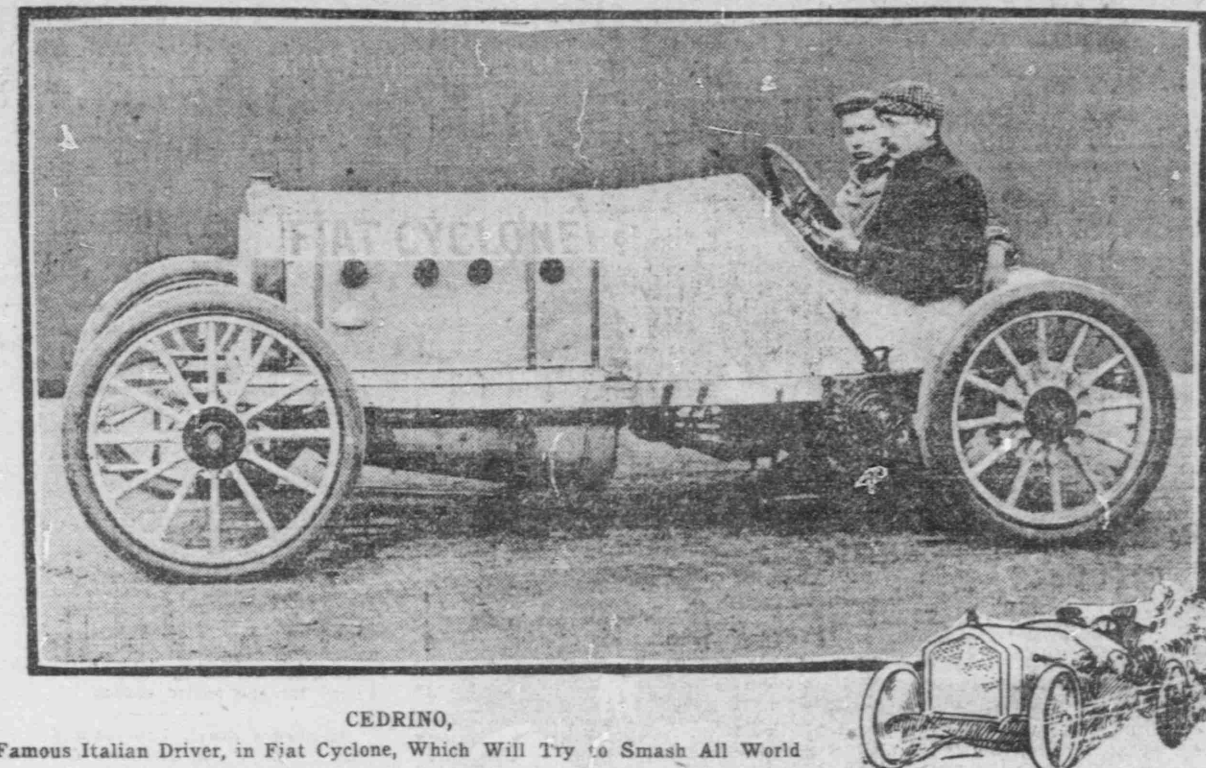
The Ford Motor Company participates in very few auto runs or races, claiming that all their energies are required to devise ways and means to satisfy a horde of impatient buyers, whose cars are wanted for immediate shipment.

But they entered the Baltimore run last week, and the local agent comments on their showing as follows:

"Well, we proved that a big, heavy, high-powered car was not necessary for touring country roads. In fact, we proved that the lightweight car had it on the big fellows—especially where the roads were particularly bad."

"You've heard that say time and again that these little cars were all

TWO FAMOUS DRIVERS AT THE WHEELS OF WELL-KNOWN CARS



Famous Italian Driver, in Fiat Cyclone, Which Will Try to Smash All World Track Records at Pimlico on Decoration Day.



In His Stearns Car, Entered in 100-Mile Championship Auto Race at Pimlico on May 30.

IMPROVED ROADS IN EMPIRE STATE

Over 1,000 Miles of Good
Highway in Ten
Years.

NEW YORK, May 9.—It will probably be news to the majority of motorists to hear that within the past ten years nearly 1,000 miles of improved highways have been built in this State at State, county, and town expense, and that 1,000 miles of roads are now under contract and 97 miles of roads waiting for the letting of contract under the new State law.

In 1906 the State appropriated for highway improvement \$5,000,000, in 1907 \$3,000,000, and in 1908 \$3,000,000, making \$11,000,000 available now and \$2,000,000 available in the fall.

An examination of the State engineer's bulletin No. 14 discloses the fact that three counties in the State have completed and under contract at least 40 miles, four counties 30 miles, two counties 20 miles, two counties 10 miles, five counties 5 miles, four counties 4 miles, four counties 3 miles and 27 counties, one-half the entire number of the State, less than 30 miles each.

Other States Take Notice.

The present statute is so drawn that the mileage to be improved in any one county in each year is dependent not upon equitable distribution to each county, but on a ratio determined by the number of miles on the highway map approved by chapter 715 of the laws of 1907, to which must be added the total number of miles in each county completed, and then this sum is multiplied by two, and a ratio then established, which the appropriation and the mileage so determined in each county bears to the \$5,000,000 bond issue.

It is very evident that the statute so drawn carries larger annual improvements to the counties having the large mileage on the map plus the large mileage improved, and that they are being taken care of faster than the other counties. Those who have studied the law will not consider it fair or proper. The law is repealed by the new highway code, but the repeal does not go into effect until January, 1908.

right on the asphalt streets of a level city, but for regular use the country over, get the big car. Consequently plenty of people with not money enough to pay for the big fellows fear to buy a little runabout.

The endurance run, if it proved anything, proved the actual superiority of the little car over the big one, not only for city use, but in the country as well, and the results will lie in the increased orders for small cars."

The satisfactory outcome of the Briarcliff race, with eighteen cars out of twenty-two running at the finish, has done great good to open up the spring markets. Sales of cars in all the Eastern territory are reported to have increased since the race and inquiries are numerous.

Full details of the route for the 1908 Gladden tour will be announced soon after the middle of May, the survey of the route now being in progress by Secretary Dai Lewis, of the A. A. A. touring board.

The run will be about 150 miles in length and will touch more picturesque points and places of summer resort than it did last year. The fitting resort has been made to the laws of New Jersey, where the licenses of other states are not recognized, by cutting it from the route, the course leading from Pittsburgh across Pennsylvania and up into New York State.

Secretary Lewis is making note of all stretches of clay roads and the length of them, so that in bad weather the running schedule can be changed accordingly.

AMERICAN DRIVER COMES TO HIS OWN

Will Be in the Limelight
in Vanderbilt
Races.

It was not very long ago that any driver from a foreign shore was considered far superior to the American driver and American makers looked to Europe for its drivers.

Now that Louis Strang has won two races with his Isotta, the event at Savannah and the Briarcliff race, and has beaten some of the greatest drivers ever sent to America from Europe, the people across the water, the entire world, looking at the American operators of all cars and by general opinion they are now classed as right among the leaders and hardly as excitable as the men of Latin blood. Strang's cool manner and his steady undeviating work in two races of long distances, has aroused a deal of favorable comment both as to the American driver and the Italian car which he drove.

Robertson in Panhard.

George Robertson is to have the opportunity to drive one of the great Panhard racing cars in the Vanderbilt Cup race. The driving of Robertson in the Briarcliff race was a revelation, not only to his friends but also to the Panhard Company. The general reputation of Robertson as a reckless dare-devil had gone ahead of him into the Panhard camp where, at the start of the race, there was fear and trembling.

The managers of the Panhard interests in America, Mr. De Magnon and Mr. Massana, directed Robertson and he drove exactly according to orders. They considered the course very dangerous, which the appropriation and the mileage so determined in each county bears to the \$5,000,000 bond issue.

Course Still Unsettled.

While the A. A. A. officials would like to wait until it was found impossible to name the location of the Vanderbilt Cup race this year there are many who believe that the matter should be settled at once, the course and date named, and so on. The importers, the foreign makers, and the American makers are all anxious to be represented in the greatest of all American road races, and they do not feel that time should be shortened in which to get ready for the event. "I cannot say why," said a prominent A. A. A. official, "Savannah should not be named as the place to hold the Vanderbilt Cup race in order that the Panhard race may be made ready throughout America and Europe. Providing the Long Island Motor Parkway can be completed, the first race for the J. P. De Mont Thompson trophy might be placed there as an opener and we have learned from the late success at Briarcliff that New Yorkers are very much interested in stock car racing. Savannah has a fortune to spend in good roads and is ready to start the good work."

CLUB'S NEW HEAD ADVOCATES TOURS

New Bureau a Boon to Tourists in Foreign Countries.

NEW YORK, May 9.—Judge E. H. Gary, the recently elected president of the Automobile Club of America, believes that all great touring organizations must in the future devote a large portion of their energies to securing and compiling exact, comprehensive and up-to-date touring information for the benefit and information of their members.

The habit of making tours in various countries is bound to become more popular, for not only are the European roads far superior to those of this country, but a goodly proportion of these Americans who own automobiles have visited most of the good touring parts of this country on business trips, on which they traveled by railroad or steamer, but the historical cities of France, Germany, Italy, and Great Britain are likely to be unknown to them, and there is no better nor more pleasant way to visit them than to drive around and through them in an automobile. For this reason the new executive of the A. C. A. heartily approves of the pleasant relations the club has with the representative national clubs of the various European countries.

Information Furnished.

It is certain that these great European clubs, whose members are constantly touring either in their own countries or in neighboring realms, are best fitted to gather news of all sorts that relate to touring by automobile, as well as all information having to do with coach and motor regulations, taxes, and the various localities where the speed regulations are enforced with unjustifiable severity for the purpose of securing undue revenue from automobile parties. In one respect alone, the great national clubs of Europe have a great advantage, as they are able to make arrangements with government officials of their countries, so that their members, and the members of clubs having treaties with them, as the Automobile Club of America has, are not submitted to the annoyance that an unattached motorist would be whenever he brought his car into any of the European countries.

The officers of the Automobile Club of America, recognizing the fact that the organization has both a moral and real responsibility to look after the needs of automobilists all over the country on account of its position as the leading American organization in motor affairs, authorized the creation of a new class of members a short time ago, to be known officially as "subscribers to the bureau of tours." Motorists who are members of this class are eligible for membership in this new class of the A. C. A., and many such memberships are being taken out every week by automobile owners who wish to use the touring service for trips in this country or abroad.

MAKING OF AUTOS NEARS PERFECTION

Motor Car Manufacture Has Passed Experimental Stage.

That man who has talked for the last five years about buying automobiles when they were perfected has very little excuse now.

Even the few anti-automobilists that may still exist will admit that the motor car has done more and is capable of doing more than even its strongest advocates promised when the first machines appeared on the market.

While not absolutely perfect, there is no question that the reputable automobile of today is about as near perfect as it can be made by up-to-date designing, fine materials, and the unexcelled American mechanics in conjunction with the use of the finest modern machinery.

Rapid Development.

"Think of the cars of 1902 and compare them with the machines of today. From a speed of ten miles an hour in a jerky sort of fashion, they have developed into a speed of 125 miles an hour with hardly a bit of vibration. From an uncomfortable body with little leg room they have developed into the luxurious town and touring cars of 1908, which offer every possible convenience for the rapid and comfortable transportation of individuals. From the cars of a few years ago with their heavy first cost and heavy maintenance account, we have the present day automobile, at varying prices according to size, and which are maintained for a great deal less than it costs to keep a horse—the distance and service supplied being taken into consideration.

Good machines can now be bought from \$500 to \$5,000, according to the requirements of the owner, and who shall say that all of them do not provide a health-giving pastime, to say nothing of conveniences that cannot be obtained by any other means. Motor cars, besides improving the health of those who own or ride in them, are educational in that they give the average man an opportunity to see the country in a manner that is beyond comparison.

Standard Designs.

Designs in automobiles have become standard, so that the man who buys a car this year will not feel that he must dispense with it next year or the year after because it is out of style. So far as the general construction of the chassis is concerned standards have been established that are not unlikely to be changed, while the types of bodies are all a matter of taste.

With this standardization a fact, with thousands of cars supplying satisfactory service to their owners and the present perfect methods of manufacture, no one can say that the motor car of today is not a settled part of our civilized life and one that is going to be even a greater factor each year than it is at present. It has already established itself among the necessities of life.

PROSPECTS BRIGHT FOR PIMLICO MEET

Card, Which Includes Six Events, Is Rapidly Filling.

BALTIMORE, May 8.—Now that the sealed bonnet contest, which was one of the most successful events ever run in Maryland is over, the automobile trade is looking forward and planning for the great national track meet for motor cars at Pimlico, Decoration Day, May 30.

Seldom before in the history of automobile racing has the interest been so keen as that shown in the coming Decoration Day races. These are the first national automobile races to take place in this city and the Motor Car Racing Association which will manage the affair is the same that so successfully managed the races held on Labor Day last year at the Gentlemen's Driving Park.

It was stated at the office of the association that arrangements for the races on May 30 have been going on for the past four months, and everything will be done to surpass the races of Labor Day, and bring to Baltimore in competition the greatest number of the world's famous drivers that has ever appeared on a circular track anywhere in this country before on one day.

The card, which includes six events, is filling rapidly, and from the way entries are coming in, some of the events will be closed before the appointed date, owing to each event being limited to a number of starters.

The association has received word from Emanuel Cedrine, the Great Italian driver, and from the way he has taken up Fiat Cyclone, with which he has broken so many records, tuned up for his exhibition here, which will be twenty-five miles, he states that if the track is in good condition he hopes to smash some of the world's records.

PIERCE TO COMPETE ON FOREIGN SHORES

CHICAGO, May 8.—Samuel Miles, manager of the Chicago automobile show, who is touring England in his Pierce Great Arrow, writes friends he will probably attend the 2,000-mile reliability contest to be held under the auspices of the Royal Automobile Club of England, and which will be conducted in conjunction with the annual reliability test of the Scottish Automobile Club, which has fifty-one cars entered, but as the club reserves the right to accept additional entries for twenty-one days at double fees the exact number of entrants is somewhat in doubt.

It will be interesting to Americans to know that one of the competitors will be one of the Cadillac cars that was in the interchangeability test recently conducted by the Royal Automobile Club. This car, when entered, was placed under lock and key in the custody of the Royal Automobile Club directly on its return from the 200-mile test at the Brooklands track at the close of the interchangeability trial.

It will not be touched until the morning of the beginning of the 2,000-mile trial, when it will be started with the usual filling of tanks, etc., which is to be done with the other cars. But no adjustments of any kind will be made, and the car will be driven through the trial under observation.

This will be an unusually exacting task, as the trial is to conclude with a 200-mile race at the Brooklands track.

FORD

Best materials put together
with skill and honest labor
make the Ford what it is—

The Best Car In the World

Its easy-running, endurance,
durability, and speed make it
what you want—

The car that is best.
Its lower price is a point that
has lost weight in your decision
that it is—

The car you will buy.

A four-cylinder 15-H. P.
Runabout for \$600; another
for \$700; a Roadster for \$750;
Touring Car or Roadster for
\$2,800, gives a car for every
pocketbook, each the value of
any car at double its price.

Chas. E. Miller & Bro.
Agents
1105-1107 14th St. N. W.
Phone North 4170

OUR SPECIALTY—Is Selling AUTOMOBILES

Our success in Washington is largely due to the good quality of cars at a price lower than you are asked to pay elsewhere. At our show room you buy the car you want. We sell them all and all at a fair price. We invite you to inspect our stock; it will be of interest to you whether you want to buy or not.

If the car you want is not in our local show room, it surely will be at our Philadelphia show room, where we always have 75 cars to select from. Tell us what you want, we will ship it here to you.

We guarantee every car to be as represented.

1906 Maxwell Touring Car, good condition	\$629	1906 Mercedes, 7-passenger	\$1,400
1906 Maxwell Runabout	\$475	1907 New Jackson Car and top	\$1,350
1907 Ford Runabout	\$399	1906 Stearns Touring 60-h.p. like new	\$1,375
1907 National Touring Car	\$800	1906 Ford; 2-cylinder, top	\$450
1906 Ford Touring	\$550	1906 White Steamer, rebuilt with modern lamp, top	\$900
1906 Ford Runabout	\$449	A number of electric and steamers at prices to suit.	
1907 Buick Touring Car	\$1,355		
1907 Buick Touring Car	\$560		
1907 Detroit	\$600		

Our Automobile School Is Now Open.
We Demonstrate Our Cars Cheerfully.
Nickerson Automobile Exchange
309½ Fourteenth Street N. W.
Phone Main 5971.

I Know
Every Automobile Owner
Will Save Money When He
Buys His Tires From Me

Supplying tires direct from the factory to the owner is the reason for the saving. Only one profit materially reduces cost to consumer. Phone Main 5120 or North 4721 for my representative to show tires. Regular sizes in stock.

HERBERT CRAPSTER
Agent for Tires and Tubes Manufactured by The Home Rubber Co., Trenton, N. J.
Colorado Building, Washington, D. C.

OVERLAND

Speed Enough! Price Not Too Much!
48 Miles an Hour \$1250

If you want a roadster that will split the atmosphere like a cannon ball don't buy an Overland. It isn't that kind of a car. But if you want a handsome, well-built car that will go 48 miles an hour this year, next year, and for years to come, then examine the Overland. It has power to spare for hills.

22-Horsepower Roadster

The Overland is the best type of modern roadster. Neither a ponderous racer nor a dinky toy, but a comfortable, easy-riding, sensible two-passenger car, with ample power and no excess of weight.

Automobiles stored with us receive careful attention. Repairing done by thoroughly capable and experienced mechanics.

THE DEWEY GARAGE,
Phone North 4350 1319 L STREET N. W.

THE Roadster at Any Price---\$1,000



Hill Climbing, Endurance, Speed---
Every Quality of a GOOD Car is a feature of the Reo's Superiority.

Once a Reo ran up hill and down dale for 17 crooked miles over the roughest kind of country ON ONE GALLON OF GASOLINE.

Once, after it was found to be capable of such endurance and durability, it did it again and again; TOO many times to count—enough to prove its ability beyond a doubt.

There isn't a question but what the Reo will do the same speedy hill-climbing and endurance—running for you. If a doubt exists in your mind we'd like to take you out the next pleasant day you have time.

Reo Runabout, a Smaller Car, With All the Best Race Qualities, \$650.
New Location,
Lester D. Moore, Jr., 814 14th St. N. W.